TABLE OF CONTENTS

Page

TABLES

FIGURES

8.8 SOCIOECONOMICS

Socioeconomic issues relevant to the evaluation of environmental impacts include labor force, employment, and income; population and housing; public finance and fiscal issues; schools; and public services, and utilities (including fire protection, emergency response services, law enforcement, schools, medical services, and utilities).

8.8.1 Affected Environment

This section describes existing economic and demographic conditions at varying geographic levels. Information is presented for Colusa and Glenn counties as one study area (Colusa–Glenn), with an emphasis on Colusa County, the project's location. Next, information is presented for the project site. Then, information is presented for the Yuba Metropolitan Statistical Area (YMSA) and the Sacramento Consolidated Metropolitan Statistical Area (SCMSA).[1] The socioeconomic focus area is shown on Figure 8.8-1.

8.8.1.1 Economy: Labor Force, Employment and Income

8.8.1.1.1 Colusa and Glenn Counties (Colusa–Glenn)

The project site is located approximately 1.5 miles south of the Colusa–Glenn county border, in Colusa County. Colusa County is bordered on the south by Yolo County, the west by Lake County, the north by Glenn County, and the east by Butte and Sutter counties.

Colusa County Agricultural Industry

Colusa County's economy is based primarily on agricultural activities, and most of the agricultural production grown in the county is exported (CCCC, 2001). Within the agricultural industry, livestock grazing occupies the highest percentage of county land.

Colusa County has over 800 farms, encompassing over 450,000 acres. Of the total cropped acreage (approximately 292,000 acres), approximately 70 percent is irrigated (CCCC, 2001). Leading commodities in Colusa County in 1997 are shown in Table 8.8-1. Colusa County is the leading rice-producing county in the country, as well as a leader in advanced rice-growing technological development, according to the County's Chamber of Commerce. Over 135,000 acres were devoted to rice cultivation in 1995 (CCCC, 2001).

Colusa–Glenn Economy

The industries with the highest employment in Colusa–Glenn in 2000 were farming and government. In the 1990s, the fastest-growing industries were government, and construction and mining (Table 8.8-2; EDD, 2001b).

In 2000, the labor force in Colusa–Glenn was 19,360, and had decreased by an average annual rate of almost 1 percent between 1990 and 2000. Construction employment in Colusa–Glenn in 2000 was approximately 480. According to the Chamber of Commerce, work sites in Colusa County can draw workers from a 75-mile radius (CCCC, 2001), an area which would include the Sacramento SCMSA.

The unemployment rate in Colusa–Glenn was approximately 15 percent in 2000, 2 percentage points higher than the area's 1990 rate and three times the state's rate of 5 percent in 2000 (EDD, 2001a). Employment levels vary considerably over the year, due to the importance of the agricultural sector in the

[1] General population information is also presented for the peripheral counties of Tehama and Butte.

economy and the accompanying seasonal employment typical of this industry. This variability affects the number of unemployed, and results in a labor surplus during parts of the year. For example, the average annual unemployment rate in Colusa County in 1999 was 15 percent, but ranged from 7 percent in September and October to 28 percent in January.

Between 1997 and 2004, employment in Colusa–Glenn is expected to grow by approximately 12 percent, for an average annual rate of 1.6 percent. Industries anticipated to grow the most over this period are services, construction, and mining. Construction and mining employment is anticipated to grow by 30 percent, an average annual rate of 3.8 percent (EDD, 2001b).

In 1998, wage and salary disbursements in Colusa–Glenn were $384 million. The average wages per job were $22,200 (BEA, 2001b). Total personal income in 1997 was approximately $350 million in Colusa County, and $467 million in Glenn County. Per capita income in 1997 was $19,021 in Colusa County and $17,829 in Glenn County.

The number of business establishments in 1997 in Colusa County was 371. Approximately 29 percent of these were services establishments. All businesses had fewer than 250 employees, and most had fewer than 50 employees. Glenn County had 491 business establishments in 1997 (DOF, 2001c). During high farming season, which coincides with tourist season, Colusa–Glenn becomes more active, and businesses experience higher revenues due to the influx of farm workers and tourists, and related demands for services, food, and temporary lodging.

Delevan, the closest small settlement to the project site at 4 miles east of the site, includes a rice dryer and grain warehouse (CCGP, 1989). Sites, a small settlement 5 miles southwest of the project site, is comprised of a sand and gravel quarry operation.

8.8.1.1.2 Immediate Project Vicinity

The project site encompasses 200 acres directly west of the existing PG&E Compressor Station and related buildings. The power plant complex would be located on approximately 26.6 of the 200 acres, 935 feet west of the compressor station. PG&E employs a small number of workers for maintenance and other intermittent duties at the compressor station. The project site is currently rangeland. Cattle graze on the site, and bee boxes were found adjacent to the southwestern edge of the property near the barbed wire fence. The boxes did not appear to be active during a site visit on March 8, 2001. Currently, economic activity on the project site includes employment, related income, and spending at the PG&E Compressor Station, and the economic activity associated with cattle grazing.

Land within approximately 3 miles of the site is used for farming (rice, wheat, or row crops) or for grazing. Beyond this area, the closest business to the site is Emerald Farms, located where the Glenn-Colusa Canal meets McDermott Road, approximately 3.5 miles southwest of the site. Emerald Farms employs three office workers and from 20 to 800 seasonal farm workers. Emerald Farms grows 30 to 40 different types of field, row, and orchard crops on 6,000 acres in both Colusa and Glenn counties (Etchepare, 2001).

The next closest retail and service center is located in the town of Maxwell. Maxwell's town center, located approximately 7 miles southwest of the site along Interstate 5 (I-5), encompasses over 20 square blocks, and offers services typical of a small community center: grocery stores, gas stations, restaurants, and hotels/motels.

8.8.1.1.3 Yuba Metropolitan Statistical Area

The Yuba Metropolitan Statistical Area (YMSA), including Yuba County and Sutter County, is located east and northeast of Colusa County. Incorporated cities within the YMSA include Live Oak and Yuba City in Sutter County, and Marysville and Wheatland within Yuba County.

In 2000, the industries with the highest employment in the YMSA were government, trade, and services, the same top three industries as in the SCMSA. In the 1990s, the fastest-growing industries were construction and mining, services, and government (see Table 8.8-3; EDD, 2001b).

In 2000, the civilian labor force consisted of approximately 58,000 persons in the MSA. The labor force increased at an average annual rate of 0.2 percent between 1990 and 2000, a rate slightly lower than the SCMSA. The MSA's unemployment rate was approximately 13 percentage points higher than the 1990 YMSA rate of 12 percent, and substantially higher than state's rate of 5 percent.

Between 1997 and 2004, employment in the YMSA is expected to grow by approximately 18 percent, for an average annual rate of more than 2 percent. Industries expected to grow the most over this period are construction, and transportation and public utilities (EDD, 2001b).

The YMSA had 2,000 people employed in the construction industry in 2000, which grew at an average annual rate of 1.6 percent between 1995 and 2000. Construction employment is expected to grow by 35 percent, or at an average annual rate of more than 4 percent, between 1997 and 2004 (EDD, 2001b). Reasons for the increased growth rate include a recently completed large amphitheater, a planned raceway, a power plant currently under construction, and a planned warehouse located in the YMSA (Mahoney, 2001).

8.8.1.1.4 Sacramento Consolidated Metropolitan Statistical Area

The Sacramento Consolidated Metropolitan Statistical Area (SCMSA) includes the state capital city of Sacramento, approximately 72 miles southeast of the project site, and is the closest large metropolitan area to the project site. The SCMSA includes El Dorado, Placer, Sacramento, and Yolo counties, and the major cities of Auburn (El Dorado County), Placerville (Placer County), and Woodland (Yolo County).

The City of Sacramento is the capital of the State of California. Therefore, in addition to being a major employment center for northern California, Sacramento has a strong government sector. The military has also played an important part in the Sacramento area economy. Throughout the twentieth century, military activities at Mather Field, McClellan Air Force Base, and the Sacramento Army Depot have supported the Sacramento regional economy. Although military activity has declined, these three centers still serve the region as high technology, commercial, and mixed-use areas.

In 2000, the industries in the SCMSA with the highest employment were services (26.9 percent of employment), government (26.2 percent of employment), and trade (21.6 percent of employment) (see Table 8.8-4). Farming was the fastest-growing industry in the 1990s, as farming employment almost doubled between 1990 and 2000 (EDD, 2001b). Construction also grew relatively quickly, in that the SCMSA construction labor force of 50,000 people in 2000 underwent an average annual increase of approximately 10 percent between 1995 and 2000 (EDD, 2001a). According to the regional Council of Governments, five important areas of the regional economy are electronics manufacturing, information services, healthcare, agriculture and food processing, and tourism (SACOG, 2001).

The SCMSA's non-military labor force of approximately 906,300 represented 5 percent of the state's non-military labor force. The average annual increase in the SCMSA's labor force was 1.2 percent between 1990 and 2000. The SCMSA's unemployment rate was approximately 4 percent in 2000, 1 percentage point lower than the state rate, indicating strength in employment relative to other areas in

California. The unemployment rate in the SCMSA has decreased since 1990, when it was approximately 6 percent.

Between 1997 and 2004, employment in the SCMSA is expected to grow by approximately 20 percent, for an average annual rate of almost 3 percent. The finance, insurance and real estate; services; and manufacturing sectors are anticipated to grow the most over this period. Construction and mining employment is anticipated to grow by 18 percent, for an average annual increase of approximately 2.3 percent (EDD, 2001b).

In 1998, personal income in the SCMSA was $46 million, and per capita income was $27,102. Personal income in the SCMSA accounted for approximately 5 percent of total state personal income. The per capita income in the SCMSA was 96 percent of the per capita income for the state as a whole (BEA, 2001a).

The City of Chico, located in Butte County, is the closest large city to the project site. Butte County had a non-military labor force of 88,800 in 2001, and an unemployment rate of 7.6 percent. The sectors with the highest employment in 2001 were services (31 percent), government (23 percent), and trade (23 percent). Total employment in 2001 was 74,000 (EDD, 2001b).

8.8.1.2 Population and Housing

8.8.1.2.1 Colusa and Glenn Counties

The population of Colusa–Glenn was approximately 45,850 in 2000, with 60 percent of residents living in Glenn County. The total population in 2000 represented less than 0.5 percent of the state population (DOF, 2001b). In the decade 2000 to 2010, Colusa–Glenn is expected to grow 3.4 percent per year, on average, approximately double the Colusa–Glenn rate between 1970 and 2000 and the state's rate of 1.4 percent for 2000 to 2010 (DOF, 2001a). See Table 8.8-5 for historical and projected population of Colusa–Glenn.

Less than half of the population in Colusa–Glenn resides in the incorporated cities. Unincorporated Glenn County is home to 14,850 residents, 32 percent of the total population in Colusa–Glenn (DOF, 2001c). The unincorporated population in Colusa County is 10,100. Cities in Colusa County include Colusa, population 5,475, and Williams, population 3,170. The Glenn County incorporated area includes Willows, population 6,400, and Orland, population 5,875.

Unincorporated towns in Colusa County include Stonyford, Lodoga, Leesville, Sites, Delevan, Lambertsville, Princeton, Maxwell, Grimes, Arbuckle, College City, and Millers Landing. Delevan, the closest small settlement to the project site at 4 miles east of the site, was comprised of approximately 10 homes in 1989 (CCGP, 1989). Delevan remains a very small community comprised of only a few buildings. Maxwell is approximately 7 miles south of the site, also along the Interstate 5 corridor.

The City of Willows is located 18 miles north (by road) of the project site in Glenn County. The cities of Williams and Colusa are located 19 miles south and 23 miles southeast of the site (by road), respectively (DOF, 2001a). Sites, a small settlement 5 miles southwest of the project site, is comprised of a few homes.

In July 1999, Colusa–Glenn contained approximately 17,300 housing units, including 73 percent single-family homes, 13 percent multi-family homes, and 14 percent mobile homes. The vacancy rate at that time was 8 percent (Table 8.8-6; DOF, 2001c).

According to the Colusa County General Plan, projected population for 2010 in the county is 23,500, assuming housing increases are 120 to 150 units per year. In 1989, Maxwell contained about 310 single-family homes, 20 multi-family units, and a 26-space mobile home park (CCGP, 1989).

Colusa County has approximately 450 hotel or motel rooms, including approximately 425 in the City of Williams and 25 in the City of Colusa. Average occupancy is 75 percent, not including the approximately 100 migrant farm workers who stay in the area during high farming and planting season. Applying the 75 percent occupancy rate to 350 remaining rooms at high farming season, approximately 88 rooms would be available. Approximately 113 rooms would be available were no migrant farm workers staying in area hotel or motel rooms (Jukusky, 2001). In Glenn County, the City of Willows has at least 150 hotel rooms available and the City of Orland has at least 50.[2]

8.8.1.2.2 Immediate Project Vicinity

The closest residential use to the project site is located approximately 1.7 miles southeast of the site, at a location with two single-family homes and one barn-type structure used to store equipment. The next closest residences are two single-family residential homes located approximately 2.3 miles north and northwest of the site, respectively. Three mobile homes are located along McDermott Road, between 2 and 2.5 miles southeast of the site.

The County's General Plan indicates that four registered private farmworker labor camps exist in Colusa County, with a capacity of 70 persons total. A 100-unit state-operated camp located outside of Williams houses 250 people seasonally (CCGP, 1989).

8.8.1.2.3 Yuba Metropolitan Statistical Area

Population in the YMSA was approximately 146,000 in 2000. Similar to the state's rate during the same period, population has grown at an average annual rate of 1.8 percent over the past 30 years. The percentage of state population residing within the YMSA has remained at approximately 0.4 percent between 1970 and 2000. Approximately one-third of the YMSA population lived in incorporated areas in 2000, similar to the proportion in 1990 and 1970 (DOF, 2001a).

The largest cities in the YMSA include Yuba (Sutter County), with a population of 35,550 in 2000, and Marysville (Yuba County), with a population of 12,250 in 2000.

Anticipated population growth for the YMSA during the period 2000 to 2010 is an average annual rate of 1.8 percent, similar to the rate of growth between 1970 and 2000. The YMSA is anticipated to grow faster than the state during this period (DOF, 2001a). See Table 8.8-5 for historical and projected population in the YMSA.

In July 1999, the YMSA contained approximately 52,300 housing units, comprised of 69 percent single family homes, 20 percent multi-family homes, and 11 percent mobile homes. The vacancy rate was 6 percent in 1999 (Table 8.8-6; DOF, 2001c).

The total number of hotel or motel rooms in Sutter and Yuba counties is approximately 350. Most of the rooms are located in Marysville and Yuba City. Yuba and Sutter counties also have approximately 5 recreation vehicle parks, with 25 spaces per park, on average. The weekday occupancy rate is typically 85 percent (Connell, 2001).

[2] Based on telephone research.

8.8.1.2.4 Sacramento Consolidated Metropolitan Statistical Area

Population in the SCMSA was 1.8 million in 2000, and grew at an average annual rate of 2.5 percent between 1970 and 2000, 0.7 percent faster than statewide population growth. The percentage of state population residing within the SCMSA grew from 4 percent in 1970 to 5 percent in 2000. The percentage of population residing in incorporated areas increased between 1970 and 2000 from 43 to 50 percent as areas outside Sacramento incorporated and the population grew (DOF, 2001a). Table 8.8-5 shows historical and projected population for the SCMSA.

Anticipated growth of the SCMSA during the period 2000 to 2010[3] is 22 percent, for an average annual rate of 2.0 percent, 0.6 percentage point faster than the state during the same period (DOF, 2001a).[4] Table 8.8-5 shows historic and projected population in the SCMSA.

The City of Sacramento in Sacramento County, the largest city in the SCMSA by a factor of over four, had a population of 406,000 in 2000. Citrus Heights (Sacramento County) and Roseville (Placer County) each had populations between 70,000 and 90,000 in 2000; while, Davis (Yolo County), Folsom (Sacramento County), and Woodland (Yolo County) were home to between 40,000 to 60,000 residents each in 2000.

In July 1999, the SCMSA contained almost 700,000 housing units. The housing stock consisted of 71 percent single-family homes, 25 percent multi-family homes, and 4 percent mobile homes. The vacancy rate at that time was 12 percent (see Table 8.8-6; DOF, 2001c). The Sacramento area contains over 10,000 hotel rooms, and at least one recreational vehicle park (SCVB, 2001).

Butte and Tehama counties are located to the north and northeast of the project site, respectively. The City of Chico has the largest population (55,400) in Butte County and is located approximately 38 miles northeast of the project site. Chico has approximately 1,400 hotel rooms. During the week, the rooms are approximately 65 percent occupied, while on the weekends, occupancy could reach 90 percent (Shelton, 2001). Chico also has one recreational vehicle park with 44 spaces. According to the City's Chamber of Commerce, at least 200 new hotel rooms are proposed, and the recreational vehicle park anticipates adding spaces.

The City of Corning, in Tehama County, is second in population size to the City of Red Bluff. Corning had a population of 6,150 in 2000. The cities of Oroville, Clearlake, and Davis are located in Butte, Lake and Yolo counties, respectively, and had 12,650, 11,900, and 58,600 residents in 2000, respectively. The typical occupancy rate is 75 percent.

Corning, Oroville, Clearlake, and Davis (39 miles, 47 miles, 57 miles, and 68 miles from the site, respectively) together have a total of 1,194 hotel rooms; 17 to 19 recreational vehicle parks, and one campground. A recreational vehicle park located in Oroville has 250 spaces, and the campground, located in West Sacramento, has between 60 and 70 spaces.

8.8.1.3 Public Services and Utilities

8.8.1.3.1 Fire Protection and Emergency Response

The closest fire and emergency services station to the project site is the Maxwell Rural Station, located at 231 West Oak in Maxwell, approximately 7.5 miles southwest of the site. The station is one of 9 rural

[3] Population forecasts are for 2000 to 2010 as opposed to 1997 to 2004, as they were presented for employment, because data were only available for those years.

[4] Note that forecasts were made prior to 2001, so therefore may not reflect economic activity in late 2000 or 2001.

fire districts and two municipal fire departments that serve Colusa County. The Maxwell Rural Station serves a 130-square mile area bordered on the north by the Glenn County line and on the south by Lurline Avenue, extending west to the settlement of Sites and east, to encompass the Delevan National Wildlife Refuge. Maxwell Rural Station is responsible for structural and wildfire protection and medical emergencies within its boundaries. The California Department of Forestry and the U.S. Forest Service also provide fire protection to the county.

Staff includes one volunteer fire chief and 25 to 29 volunteer firefighters. Equipment includes one rescue vehicle, two Type I engines, one Type III engine, and one water tender. Type I engines can pump 1,000 gallons per minute (gpm) of water, and Type III engines can pump 150 gpm (M. Marshall, 2001).

Other stations close to the site include the Princeton Rural Station, approximately 10 miles to the east, the rural fire districts of Williams and Colusa, approximately 10 miles to the south, and the municipal districts of Williams and Colusa, approximately 10 miles to the southeast, respectively (CCGP, 1989). All stations within Colusa County have mutual aid agreements with each other. The Maxwell Rural Fire District has mutual aid agreements with Glenn County fire departments (M. Marshall, 2001).

Ambulance and emergency medical services (including helicopter service) are provided to Colusa County by Enloe Ambulance, a private contractor. The closest Enloe ambulance crew is located in Williams; another crew is located in Colusa. Enloe helicopter service would originate in Chico (M. Marshall, 2001).

8.8.1.3.2 Law Enforcement

The Colusa County Sheriff's Department provides public safety and law enforcement services to the unincorporated areas of the County, including the project site. The headquarters are located at 929 Bridge Street in the City of Colusa, approximately 23 miles southeast of the site. Eighteen patrol officers cover an area of over 1,000 square miles. Staff includes 25 sworn officers and 11 correctional officers. The department also operates a 92-bed jail facility and contracts extra space in the jail to other agencies (CCCC, 2001).

Other law enforcement agencies within the county include the District Ranger for the Mendocino National Forest, and the Fish and Game Warden for the National Wildlife Refuges. In addition, the California Highway Patrol (CHP) operates on state roads in the county and maintains an office and vehicle yard in Williams, with 21 uniformed officers. The CHP provides traffic enforcement and accident investigations throughout the county (CCGP, 1989).

8.8.1.3.3 Schools

The project site is located within the boundaries of the Maxwell Unified School District (MUSD), which includes Maxwell Elementary School and Maxwell High School (a joint junior-senior high school). These schools are the closest schools to the site, and are located in the town of Maxwell, approximately 7 miles southwest of the project site. Enrollment in MUSD has increased only slightly (at an average annual rate of 0.9 percent) between the 1996-1997 school year and the 1999-2000 school year. During those years, high school enrollment decreased while elementary school enrollment increased (Table 8.8-7; DOE, 2001).

MUSD is governed by the Colusa County Superintendent of Schools Office, which also oversees three other districts in the county: Colusa Unified, Pierce Joint Unified, and Williams Unified school districts. Two other districts in Colusa County, Stony Creek Joint Unified and Princeton Joint Unified, are governed by the Glenn County Superintendent of Schools Office. Total 2000-2001 enrollment in Colusa–Glenn was approximately 10,600 students. The YMSA includes 17 school districts and had 31,600 enrolled students during the 2000-2001 school year. The same year, the SCMSA's total enrollment (in 55 districts) was 324,500 students (DOE, 2001).

The City of Chico is located within Butte County, and is served by the Chico Unified School District. Chico Unified School District's 2000-2001 enrollment was 13,915 students (DOE, 2001).

Yuba Community College offers college preparation and vocational courses at its Center in the City of Colusa. The University of California (Davis), California State University (Sacramento), and California State University (Chico) are located within approximately 60 miles of Colusa County.

8.8.1.3.4 Medical Facilities

Facilities that provide medical services to the project site include Glenn General Hospital, Valley West Care Center, and Colusa Community Hospital. Glenn General Hospital is the closest to the site, located at 1133 West Sycamore Street in Willows, approximately 17 miles from the site. Valley West Care Center and Colusa Community Hospital are located 19 and 24 miles from the site, in Williams and Colusa, respectively. Colusa Community Hospital has 56 beds, 24-hour physician-staffed emergency care, maternity, home health, industrial medicine, and preventive medicine services. In addition, medical facilities near the project site include those listed in Section 8.6, Public Health.

As stated in Section 8.8.1.3.1, Fire Protection and Emergency Response, ambulance service is provided by Enloe Ambulance, located both in Willows (17 miles from the site) and Colusa (24 miles from the site). Other health services provided in Colusa County include California Department of Health Services shelter and support for women and children, drug and alcohol recovery programs, child protective services, crisis hotlines, and mental health and counseling centers (CCCC, 2001).

8.8.1.3.5 Utilities

Local telephone service is provided by Citizens Telecom, and long-distance service is provided by various companies. Cellular telephone coverage exists on the project site and is provided to Colusa County by AT&T, Nextel, and Airtouch Cellular (Favila, 2001).

Potable water and a septic system are available at the PG&E Compressor Station. PG&E supplies electricity and natural gas to the project site vicinity. Non-hazardous solid waste is disposed of by Stonyford Disposal (Colusa County) and at the Maxwell Transfer Station (run by Colusa County).

8.8.1.4 Public Finance and Fiscal Issues

In 1998, total taxable sales in Colusa County were approximately $179 million, and total taxable retail sales the same year were $105 million.[5] Colusa County's taxable sales represented less than 1 percent of the state's taxable sales. The sales and use tax rate (includes state, local and district) is 7.25 percent (DOF, 2001c). Colusa County does not have any outstanding (unpaid) school bonds (Dawley, 2001).

Colusa County's net assessed value was $1.734 billion[6] in fiscal year 2001. The Colusa County property tax rate is 1 percent on the assessed value of industrial, commercial, and residential property. The prorated assessed value of the 200-acre project site was $93,357 in fiscal year 2001 (July 1, 2000 through June 30, 2001). During fiscal year 2001, Colusa County received a prorated $934 in property tax revenue attributable to the project site (Dawley, 2001).

Other special assessment districts that levy taxes on the parcel where the project site is located include the Colusa Basin Drainage District, which charges $0.10 per acre plus $1 collection fee annually, and the Maxwell Park and Recreation District, which charges $0.07 per acre plus $1.00 annually. The Colusa

[5] 1998 figures were used as they were the most recent available from the Department of Finance.

[6] Net assessed value is the assessed value on which the County collects property taxes.

Basin Drainage District received $46, and the Maxwell Park and Recreation District received $33 from the owner of this parcel in fiscal year 2001 (Dawley, 2001).

Colusa County property tax revenues are allocated as shown in Table 8.8-8. The funds that received the highest percent allocations of the property tax revenue are the school districts (which received over one-third of total revenues), and local agencies countywide, including the general fund (which received almost one-quarter of revenues).

The total budget for Colusa County during fiscal year ending June 30, 2001 was $35.9 million (Colusa County, 2001).

8.8.2 Environmental Consequences

8.8.2.1 Significance Criteria

The criteria used in determining whether project-related socioeconomic impacts would be significant are presented in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. Impacts attributable to the project are considered significant if they would:

- Induce substantial growth or concentration of population;
- Induce substantial increases in demand for public services and utilities;
- Displace a large number of people;
- Disrupt or divide the physical arrangement of an established community; or
- Result in substantial long-term disruptions to businesses.

8.8.2.2 Discussion of Assumptions and Selected Impacts

To the extent practicable, the Applicant has committed to give local preference in hiring and procurements (Walker, 2001). However, the assumptions in the socioeconomic impact analysis related to hiring labor and purchasing materials imply that the majority of labor and materials purchases would occur outside the Colusa-Glenn area. The estimated *worst-case* assumptions are used for the purpose of approximating a conservative scenario under which socioeconomic impacts, including population and public services impacts, could be evaluated.

The most notable estimated impact from the proposed project on the local community would be an increase in annual county property tax revenues of approximately 19 percent over current revenues. This increased tax revenue could be used to contribute to the Colusa County General Plan goal of nurturing "the personal, academic, and professional growth of local residents" and to provide "social services that meet [residents'] needs at all stages in life" (CCGP, 1989). See Section 8.8.2.5 for further discussion.

The impacts from the proposed project would be consistent with the Community Character goals of the Colusa County General Plan, which include to preserve the "relaxed, pastoral atmosphere of Colusa County and its communities," and to "conserve the county's uncrowded, uncongested environment" (CCGP, 1989).

8.8.2.3 Economic Impacts

Construction

Construction of the power generation facility would last approximately 22 months. Construction employment would peak at approximately month 15 at 641 workers, including 597 craft workers and 44 contractor staff (DFD, 2001). Table 8.8-9 shows construction labor by month for the proposed project

and Table 8.8-10 shows the maximum numbers of craftworkers who would be employed at any one time. The maximum number of workers for all trades would not occur simultaneously.

Peak construction employment would represent approximately one-quarter of construction jobs in the YMSA in 2000, and 1 percent of the same measure in the SCMSA. As stated in Section 8.8.2.2, to the extent practicable, the Applicant has committed to give a local preference to hiring (Walker, 2001). However, for the purpose of this analysis, it is projected that approximately 5 percent of the workforce would be hired from within Colusa–Glenn. Duke/Fluor Daniel conducted a labor survey to estimate the availability of construction workers, and anticipates hiring some laborers and some carpenters from Colusa–Glenn. Skilled laborers such as boilermakers, pipefitters, and electricians would most likely be hired from outside Colusa–Glenn and also outside the greater Sacramento area, but mostly from the Bay Area. It is anticipated that remaining trades would be hired from within the greater Sacramento area (Smith, 2001).

Given the substantial available construction labor force in the SCMSA, the supporting construction labor force in the YMSA (see Section 8.8.1.1.2), and the labor force in the Bay Area, it is expected that an adequate available labor force within daily or weekend commute distance would be found to supply the work force associated with construction of the proposed project. It is anticipated that approximately 60 percent of the workforce would commute daily (with commute times up to 1.5 hours) and the rest would be weekly commuters. According to the Colusa County Chamber of Commerce, the Chamber's experience indicates that work sites in the county can draw workers from a 75-mile radius, which would include the greater Sacramento metropolitan area (CCCC, 2001).

For purposes of this analysis, the cost of construction of the proposed plant is assumed to range from $320 to $360 million. The total payroll for construction of the proposed project is projected to range from $123 to $139 million. The remaining cost of construction, $197 to $223 million, is the cost of equipment, materials, supplies, engineering, fees, insurance, taxes, administrative cost, and other direct costs. Gravel and concrete would be purchased within Colusa–Glenn. To the extent practicable, other building materials and supplies such as scaffolding, insulation, and paint would be purchased locally. Otherwise, these supplies would be purchased in the greater Sacramento area. The remaining materials (comprising approximately 90 percent of non-labor cost), including the turbines, would be purchased outside both areas.

Businesses in the local area surrounding the plant site might experience impacts due to construction nuisances (noise, dust, traffic). Since these are agricultural businesses, the construction nuisances would have a less-than-significant impact on their ability to conduct business activities. See Section 8.5, Noise, for information on noise impacts from construction. Although trucks would pass through business and populated areas, they would not likely disrupt employee or customer traffic or disturb local businesses, nor would they pass through business areas at hours other than daytime hours. The route for construction trucks would be I-5, west on Delevan Road, north on McDermott Road, and west on Dirks Road.

If the compressor station repowering alternative were selected, the total construction costs and the total employment associated with the proposed project would be slightly higher. Since compressor station repowering construction would be timed so that it would not occur at the peak of plant construction, and because the cost and employment levels would not increase by a substantial amount, no significant impacts are anticipated.

Indirect and Induced Economic Impacts from Construction

Construction activity would result in secondary economic impacts (indirect and induced impacts) that would occur within the Colusa–Glenn area, within the 10-county area including the YMSA, the SCMSA

and the peripheral counties of Tehama and Butte, and within the State of California.[7] Secondary employment effects would include indirect employment due to the purchase of goods and services by firms involved with construction, and induced employment due to construction workers spending their income in their local area. Similarly, indirect and induced income and spending effects also occur as "ripple" effects from construction. Tax impacts attributable to construction costs would accrue to local governments, and would result in indirect and induced tax impacts. Indirect and induced impacts were estimated using IMPLAN economic modeling software, an input/output model specific for each of the three areas (Colusa–Glenn, the 10-county area, and the State of California). [8]

Estimated indirect and induced effects of construction that would occur within Colusa–Glenn would be an additional 2 to 8 jobs, $440,000 to $500,000 in labor income, $66,000 to $74,000 in indirect business taxes (including sales, excise and other taxes paid during construction), and approximately $1.1 million to $1.3 million in output[9].

In the larger 10-county area, indirect and induced impacts in addition to what would occur in Colusa–Glenn would be an additional 35 to 50 workers, $17 million to $19 million in labor income, $2.4 million to $2.7 million in indirect business taxes, and $43 million to $48 million in output.

Indirect and induced impacts outside of the 10-county area would include an additional 130 to 160 workers, $104 to $117 million in labor income, $13 to $15 million in indirect business taxes, and $253 to $285 million in output. These impacts would be temporary, since they are attributable to temporary construction activities, and would lag behind the direct effects of construction by approximately 6 to 12 months.[10]

Operation

Operation and maintenance of the proposed project would require 22 skilled full-time production employees, half of whom would be plant operators (see Table 8.8-11).

To the extent practicable, the Applicant has committed to give a local preference in hiring and procurements (Walker, 2001). However, for the purposes of evaluating a worst-case scenario, it is assumed for this analysis that the permanent employees would be hired from outside but would relocate to the Colusa–Glenn and greater Sacramento area[11], due to the necessary specialized skills for plant operation. Operation labor costs would be approximately $1.85 million per year, including payroll and benefits. Most of the labor income earned by production employees at the power plant would be spent in their place of residence, likely the 10-county area that includes Colusa–Glenn, YMSA and the Sacramento SCMSA, Tehama County, and Butte County (see the discussion that follows in Section 8.8.2.3, Population and Housing Impacts). However, the daily commuters originating from

[7] Tehama and Butte counties were included in the analysis of secondary impacts because in the analysis of population, it was determined that some construction workers could temporarily locate in cities in the two counties, and would therefore be spending a portion of their income there.

[8] IMPLAN Professional Version 2.0, copyright Minnesota IMPLAN Group, 1997.

[9] Output includes spending for materials and supplies (non-labor costs), plus value added, which is comprised of employee compensation, proprietary income, other property income, and indirect business taxes.

[10] Although the Applicant has committee to local hiring, the IMPLAN model was based on the following worst-case assumptions: (1) 5 percent of the workers would originate from Colusa–Glenn, 45 percent from the greater Sacramento area (10-county area), and 50 percent from elsewhere. (2) The Applicant will spend 2 percent of the non-labor cost of construction within Colusa–Glenn, 10 percent within the greater Sacramento area (10-county area), and 88 percent elsewhere.

[11] Includes Tehama and Butte counties.

outside Colusa–Glenn could spend a small portion of their income in Colusa–Glenn for items such as gasoline and food. This spending would have a limited effect because of the relatively small number of employees.

Table 8.8-12 shows estimated annual operation costs for the proposed project. Total non-labor operation costs would be approximately $1.0 million per year, not including fuel costs. One percent of this cost would be spent in Colusa-Glenn, and 25 percent in the greater Sacramento area.

Indirect and Induced Economic Impacts from Operation

Similar to construction, operation of the proposed project would result in indirect and induced economic impacts that would occur within the Colusa–Glenn area; within the 10-county area (including the YMSA, the SCMSA and the peripheral counties of Tehama and Butte); and within the State of California. Indirect and induced impacts were estimated using IMPLAN for each of the three areas. Unlike indirect and induced impacts from construction, indirect and induced impacts from operation would represent permanent increases in area economic variables, but would still lag behind direct effects by approximately 6 to 12 months.[12]

Estimated indirect and induced effects of annual operation that would occur within Colusa–Glenn would be an additional 6 to 8 permanent jobs, $120,000 labor income, $20,000 in indirect business taxes (including sales, excise, and other taxes paid during construction), and approximately $300,000 in output.

In the larger 10-county area, indirect and induced impacts in addition to those that would occur in Colusa–Glenn would be an additional 46 permanent jobs, $1.7 million in labor income, $200,000 in indirect business taxes, and $4.1 million in output. Indirect and induced impacts outside of the 10-county area would include an additional 714 worker-months, $32.9 million in labor income, $3.2 million in indirect business taxes, and $74.5 million in output.[13]

Electricity Transmission, Natural Gas Pipeline, and Water Supply Pipeline

Construction of the natural gas pipeline to the proposed project would occur over an 8- to 10-week period during the power generation facility's construction. Pipeline construction would require a workforce of 18 to 24 in addition to the workforce required for construction of the power generation facility. The pipeline workforce would consist of laborers, welders, equipment operators, supervisory personnel, and construction management personnel. Table 8.8-13 shows the breakdown of trades for construction of the natural gas pipeline. A shortage in supply of construction workers for the construction of the natural gas pipeline would not likely occur, due to the worker availability discussed above in Section 8.8.2.2, Economic Impacts (Construction).

Construction of the electricity transmission line, natural gas pipeline and water supply line would not cause any disturbances because the areas where they would be constructed are primarily rangeland. Nuisance impacts to businesses would be similar to those identified for plant construction, discussed above.

[12] Fuel costs were not included in the IMPLAN model because the prices for these costs are variable and unknown, and the spending would not occur in Colusa–Glenn or the 10-county area.

[13] Although the Applicant has committed to hiring, the IMPLAN model for operation was based on the following worst-case assumptions: (1) most of the workers would originate from outside Colusa–Glenn. (2) 30 percent of the permanent employees would be located within Colusa–Glenn, and the remaining would locate outside of Colusa–Glenn, but inside the 10-county area. If local hiring and purchasing are higher than what was assumed, indirect and induced economic impacts to the local area, such as jobs and income, would also be higher.

Significant adverse economic impacts associated with the proposed project are not expected to occur. The local area, the surrounding region, and the state would experience economic benefits attributable to the proposed project in the form of direct, indirect, and induced employment and associated income; materials and supplies spending; and tax revenue. The increase in property tax revenue in Colusa County would represent a substantial benefit, as it would represent a 19 percent increase in annual property tax revenues.

8.8.2.4 Population and Housing Impacts

Construction

Construction of the project would not cause any substantial permanent population increases or changes in concentration of population due to the temporary nature of construction. Construction workers would be a temporary addition to the Colusa–Glenn population during the daytime, especially during the peak period, which would last approximately four months. Colusa–Glenn would also experience an increase in weekday overnight population due to weekly commuters. During the day, the workers would purchase food and gasoline in the area, and weekly commuters would purchase lodging in the 10-county area during the week.

Approximately 40 percent of the construction workforce would be weekly commuters, in that they would stay in temporary housing locations near the site Monday through Friday, and return home on the weekends. They would likely either stay in hotel or motel rooms, or bring their own recreational vehicles and stay in a recreational vehicle park. At peak construction activity (approximately April through July, 2003), approximately 260 workers would need temporary housing during the week. Table 8.8-14 shows estimates of availability of temporary housing in nearby areas.

Within approximately one hour of the plant site, an estimated 920 rooms or recreational vehicle spaces would be available. Of these, 90 percent are hotel rooms. It is also possible that construction workers could share rooms or recreational vehicle spaces to save per diem costs; therefore, it is likely that fewer than 260 rooms would be in demand during peak construction. Also, the high farming season would be beginning in the middle of the peak construction period, so more rooms could be available earlier in the peak construction period. The temporary influx of construction workers during the week is not expected to place demands on the local lodging industry that cannot be met.

Operation

For operation, a gravity model was used to estimate where the 22 production employees who would work at the proposed plant would locate. A gravity model assigns weighted factors to cities, assuming that the attractiveness of a community increases with population size (a proxy for the type, quality and variety of amenities offered at that location), but decreases with distance from the place of employment. Based on information from the Applicant and experience with other plants, the gravity model was based on the assumption that 80 percent of production employees would reside within 40 miles of the proposed project. The results of the gravity model, shown in Table 8.8-15, indicate that over 25 percent of the production employees could locate in Colusa-Glenn. Almost half of the employees would likely locate in Chico, given its size and proximity to the site, and the rest would reside elsewhere.

The housing vacancy rates in these areas range from approximately 6 to 12 percent on average, and the number of housing units in Colusa–Glenn in 1999 was over 17,000. It is not anticipated that the employees would have difficulty finding housing within Colusa–Glenn or within reasonable commute distance in the greater Sacramento Area. The relocation of 22 workers and their families would not create a substantial increase in population that would lead to substantial increase in demand for public services. Were all 22 to locate within Colusa–Glenn, using 2.5 persons per household, an additional 55 people would be added to the population, representing 0.1 percent of the Colusa–Glenn population in 2000.

Impacts on population and housing in the SCMSA, the YMSA, and Colusa–Glenn associated with operation of the proposed project would be less than significant in relation to the population in communities where employees would locate.

8.8.2.5 Public Services and Utilities

8.8.2.5.1 Fire Protection and Emergency Response

As stated in Section 3.6.2.3, during construction and operation, emergency services would be coordinated with the local fire department and hospital. During construction, the Applicant would contact an urgent care facility to set up non-emergency physician referrals. Regularly maintained first-aid kits would be provided around the site. At least one person trained in first aid would be part of the construction staff, and fire extinguishers would be located throughout the construction site.

Prior to and during operation, a fire protection system would be provided on the project site by the Applicant. The systems would include a fire protection water system, carbon dioxide fire suppression systems for the CTGs, and portable fire extinguishers. For a detailed description of the onsite fire protection system, see Section 3.4.10. Public agencies would also provide fire protection. The public fire protection system, together with the onsite system, would be adequate to serve the proposed project during construction and operation (Wells, 2001).

8.8.2.5.2 Law Enforcement

Onsite security would be provided by the Applicant to assist in law enforcement during project operation. The Colusa County Sheriff's Department would provide law enforcement services to the proposed project. The Colusa County Sheriff's Department would be able to adequately serve the additional population associated with project construction and operation (S. Marshall, 2001).

8.8.2.5.3 Schools

Schools would not experience any meaningful impact during construction, as the population increase would be temporary and would not likely involve school-age children. During operation, an anticipated 13 new students would be attending schools in the area, based on an average students-per-household number of 0.6[14]. As a worst-case scenario, were all the additional students to attend schools in the Maxwell Unified School Distinct, the increase attributable to the project would represent a possible 3 percent increase in student enrollment over the 2000-2001 school year enrollment. Since almost half of the operation workforce is expected to reside in Chico, the Chico Unified School District (CUSD) could experience an increase of approximately 6 students. This change is not significant when compared with CUSD 2001-2001 school year enrollment of 13,915. The impact on schools of the additional population associated with proposed project operation would be less than significant.

8.8.2.5.4 Medical Facilities

The medical facilities listed in Section 8.8.1.3.4 could accommodate the temporary increase in demand for services associated with the construction workforce. In addition, see Section 8.7 for a discussion of worker health and safety. The increase of approximately 22 operation employees would increase the demand for medical facilities in the greater Sacramento area in general. Since the number of employee families would be relatively small compared to the general population in the region, and their places of

[14] The estimated number of students per household was calculated for each county in Colusa–Glenn, the YMSA, and the SCMSA and averages among the three areas. The calculation was based on the number of housing units in each county in 1999, and the enrollment in each county during the 1999-2000 school year.

residence would likely be spread out over the region, no problem is anticipated in accommodating the slight additional demand for medical services. These impacts would be less than significant.

8.8.2.5.5 Utilities

Construction

During construction, the Applicant would provide temporary utility services for the offices, laydown area, and construction area. See Section 3.6.2.4 for more information. During construction, potable water would not initially be available at the site, so bottled water would be supplied for worker use. Non-potable water to be used for dust control, compaction, concrete curing, testing, temporary facilities and fire protection would be provided via a 4-inch 600 gallons-per-minute (gpm) pipe leading from the Glenn-Colusa Canal (DFD, 2001).

During construction, a temporary power source would be installed (DFD, 2001) and toilet trailers and chemical toilets would provided on site for sanitary purposes. Holding tanks for the toilet trailers and bathrooms of the office trailers would require periodic pumping (DFD, 2001).

Operation

Water for operation of the project would be provided from the raw water supply, which would be supplied from the Glenn-Colusa Irrigation District, wheeled to the Tehama-Colusa Canal, and piped to the site via a new 4-inch water supply pipeline (DFD, 2001). The sanitary wastewater system would collect sanitary wastewater from sinks, toilets, and other sanitary facilities and would discharge it to a septic tank served by a leach field.

Standard non-hazardous construction waste and debris would be disposed of in onsite dumpsters (DFD, 2001). Where practical, these wastes will be recycled. Non-hazardous wastes that are not recycled will be disposed of at a Class III landfill. Please see Section 8.13, Waste Management, and Section 3.4.7 for more information.

Storm water runoff would be collected by a surface drainage system and directed to a 2.2 acre-foot sedimentation/detention basin. The flow of storm water would generally follow the existing drainage pattern. See Section 3.5.7 for information about onsite storm water drainage.

The temporary increase in demand for utilities due to weekend-commuting construction workers could be met because they would either stay in available lodging, or in self-contained recreational vehicles. The increase in demand for utilities under operation could be met, as the number of new permanent residents in any particular community would be small. Impacts to utilities attributable to the proposed project would be less than significant.

8.8.2.6 Fiscal Impacts

After construction, the assessed value of the property would increase by the estimated value of the improvements. Facility construction would add approximately $320 million to $360 million to the current assessed value. Using the property tax rate of 1 percent, the estimated property tax revenue that would accrue to the county annually would be approximately $3.2 million to $3.6 million.[15] This amount represents approximately 18 to 20 percent of the county's total property tax revenue for the 2000-2001 fiscal year. As stated in Section 8.8.2.2, this increased tax revenue could be used to contribute to the Colusa County General Plan goal of nurturing "the personal, academic, and professional growth of local residents" and to provide "social services that meet [residents'] needs at all stages in life" (CCGP, 1989).

[15] This is an estimated number and is subject to asset depreciation.

If the compressor station repowering alternative is chosen, the increase in assessed value will be higher due to the additional construction cost associated with this alternative. An increase in the assessed value of the compressor station will in turn provide property tax revenues in addition to the $3.2 to $3.6 million noted above.

Sales tax revenues accruing to Colusa County and Glenn County could increase slightly, due to increased retail sales in the area (i.e., gas, food, and lodging from construction and operation worker purchases and form the small amount of supplies purchased locally). However, the increased revenues would not likely constitute a substantial increase relative to total county revenues. As discussed in Section 8.8.2.2, indirect and induced effects of the project would include $66,000 to $74,000 in indirect business taxes attributable to construction, and $20,000 (annually) in indirect business taxes attributable to operation.

In the 10-county area, an additional $2.4 million to $2.7 million in secondary indirect business taxes would accrue to jurisdictions from construction, and an additional $200,000 annually from operation.

8.8.3 Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*, signed by President Clinton on February 11, 1994, requires federal government agencies to identify and address disproportionately high and adverse effects of federal action on the health or environment of minority and low income populations. The U.S. EPA has published several guidelines for addressing environmental justice issues, including *Draft Title VI Guidance for EPA Assistance Recipients Administering Environmental Permitting Programs* and *Draft Revised Guidance for Investigating Title VI Administrative Complaints Challenging Permits* (U.S. EPA, 2000a, b).

Colusa and Glenn County residents were 47 and 33 percent minority, respectively, in 2000 (see Table 8.8-16). The range of percentage of minority residents by individual census tract in the two counties was approximately 15 to 66 percent, in 2000.

In 1990, 13 and 17 percent of residents of Colusa and Glenn Counties, respectively, lived below the poverty level. The range of percentage of residents living below the poverty level by individual census tract in the two counties was approximately 10 to 20 percent, in 1990. Poverty statistics by census tract for 2000 were not available from Census 2000 in April 2000.

As shown in Figure 8.8-2, an area with a 6-mile radius centered on the project site includes parts of census tracts 103 and 105 in Glenn County, and census tract 4 in Colusa County.

Table 8.8-16 shows that the only census tract within the 6-mile radius with a population consisting of more than 50 percent minority in 2000 was census tract 105 in Glenn County, which was 63 percent minority. Approximately 2.5 square miles of census tract 105, which is approximately 400 square miles, are enclosed within the 6-mile radius boundary. The 2.5-square-mile area appeared to include fewer than 3 residences during a site visit in April 2001, and therefore is not likely to be inhabited by many people. Furthermore, the recently released 2000 Census splits census tract 105 into two tracts, census tract 105.01 and 105.02. The 6-mile radius would include a small portion of census tract 105.02, which was approximately 16 percent minority in 2000 according to the 2000 Census, not including white Hispanics in the minority count. For these reasons, although Claritas data indicate that census tract 105 is over 50 percent minority, the portion of census tract 105 that is within the 6-mile radius would not represent an environmental justice population. Table 8.8-16 also shows that the census tracts within the 6-mile radius were comprised of 11 to 18 percent low income population (persons living below poverty level) in 1990. No concentrations of potential environmental justice populations were found within 6 miles of the site.

The migrant worker population could represent a temporary, concentrated population located near the project site. During summer months, the need for migrant worker housing could increase, and this population could represent a temporary concentrated population of low income persons.

The Cortina Rancheria is located approximately 25 miles south of the project site, within census tract 3 in Colusa County. This one-square-mile Rancheria is populated by 26 Native American people of all ages, in approximately seven single-family homes. A total of 136 people are members of the Cortina Rancheria. The concentration of minority residents in the Rancheria is not easily discernible from census tract 3 data, because census tract 3 comprises approximately one-third of the county area (Flores, 2001).

In recent environmental justice analyses, the CEC has used consistent methodology under U.S. EPA guidelines. Under current U.S. EPA methodology and CEC practice, for potential environmental justice impacts to exist, an environmental justice population must be present within 6 miles of the project site and the project must result in "high and adverse" impacts that affect the environmental justice populations disproportionately. As stated above, no minority or low-income populations that would represent environmental justice populations exist within 6 miles of the project site. Therefore, no environmental justice impacts attributable to the proposed project would result.

According to the Colusa County Office of Environmental Health (Favila, 2001), and the Glenn County Office of Environmental Health (Cawthra, 2001), no health studies have been performed for specific populations within Colusa or Glenn counties.

Pollution sources within a 6-mile radius of the project site include the PG&E Compressor Station, the proposed project (during operation), an agricultural chemical dealership located west of I-5 at Lenahan Road, and two rice dryers located at the northeast corner of Delevan Road and I-5 (Krug, 2001) (see Figure 8.8-2). The agricultural chemical dealership emits pollution from transport of liquid ammonia for fertilizer. The rice dryers operate using natural gas, and emit particulate matter and NO_X.

The VISTA Information Systems (VISTA) Environmental Database showed no mapped hazardous waste sites within six miles of the project site, although six unmapped hazardous waste sites were identified in the project site vicinity, not necessarily within 6 miles of the project site (VISTA, 2001).[16] The six unmapped hazardous waste sites include the following.

- The Maxwell Transfer Station is a solid waste landfill located south of Maxwell outside the 6-mile radius. This site was provided to VISTA in lists from the US Geological Survey and the US EPA Department of Toxic Substances Control.
- Moller Aviation is located on Old Highway 99, north of Maxwell. This site was provided to VISTA in a list from the US EPA Department of Toxic Substances Control.

[16] VISTA database lists include hazardous waste sites permitted by U.S. EPA (Toxic Release Inventory Sites) and the California Department of Toxic Substances Control. Databases were searched for properties within a 6-mile radius of the site, according to availability of data. Databases searched to six miles included U.S. EPA's National Priority List and Resource Conservation and Recovery Act (RCRA) Corrective Actions, and the State equivalent priority list. Databases searched to 5.5 miles include the U.S. EPA RCRA permitted treatment, storage, and disposal facilities; sites under review by U.S. EPA (Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)/No Further Remedial Action Planned (NFRAP)); the State equivalent CERCLIS list; Leaking Underground Storage Tanks; and solid waste landfills, incinerators, or transfer stations. Databases searched to 5.25 miles included the state/county registered underground storage tanks list and the state's registered aboveground storage tanks list. Databases searched to 5.125 miles included U.S. EPA's RCRA registered small or large generators of hazardous waste, and the U.S. EPA/State Emergency Response Notification System and state spills lists.

- Topsie's Café is located at 318 Old Highway 99, Maxwell, California, and contains a leaking underground storage tank.

- Jasuma Farms is located at 345 Oak Street, Maxwell, California, and contained a leaking underground storage tank. The tank has been removed.

- Comet Rice, Inc. is located at 1 Comet Lane, or 49 Oak Street, Maxwell, California, and contains a leaking underground storage tank. This case has been closed.

- Caldwell's Mini-Mart is located at 142 Old Highway 99, Maxwell, California, and contains a leaking underground storage tank. The tank has been removed.

8.8.4 Cumulative Impacts

Other future or proposed projects in the area include the Wild Goose proposal for underground reservoir storage of natural gas, a new rice drying facility east of I-5 near Delevan Road, and the Sites Reservoir proposal.

The Wild Goose project would require construction workers during the period May through September 2003, 3 months of which would coincide with the peak construction period for the proposed project. Approximately 15 of the 20 workers would require lodging along the I-5 corridor near the proposed project. While increased demand for lodging services would occur in the area during those 3 months, a sufficient number of rooms or recreational vehicle spaces exist within commuting distance to accommodate both the Colusa Power Plant and the Wild Goose construction workers.

These projects would have negligible impacts on population due to construction timing and the types of projects. Therefore, cumulative impacts on population are expected to be less than significant, and subsequent impacts on the ability to provide public services would be less than significant.

8.8.5 Mitigation Measures

No significant adverse impacts were identified. Therefore, no mitigation measures are necessary.

8.8.6 Laws, Ordinances, Regulations, and Standards

No specific federal statutes, ordinances, or regulations apply to socioeconomic impacts. California State Planning Law (Government Code Sections 65302 et seq.) requires that each city and county adopt a General Plan, consisting of seven mandatory elements, to guide planning and development within the jurisdiction. Most jurisdictions do not have laws, ordinances, or regulations specifically addressing the socioeconomic aspects of a project.

As stated in Section 8.8.3, Executive Order 12898 *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations* (1994) requires federal government agencies to identify and address disproportionately high and adverse effects of federal action on the health or environment of minority and low income populations. U.S. EPA has adopted the Order, and California Environmental Protection Agency has established a working group for environmental justice concerns. The CEC receives federal funding and therefore must address environmental justice concerns associated with projects under its permitting jurisdiction. Environmental justice concerns related to the proposed project are addressed in Section 8.8.3.

8.8.7 Involved Agencies and Agency Contacts

Various public service agencies were contacted in the course of the socioeconomics investigation to check on levels of activity and expected impacts of the proposed project.

Issue	Agency/Address	Contact/Title	Telephone
Fiscal Resources	Colusa County Property Tax Division Attn: Janet Dawley c/o Auditor's Office 546 Jay Street Colusa, CA 95932	Janet Dawley, Staff member	(530) 458-0416
Fire Protection Services	Colusa County, District 3 546 Jay Street Colusa, CA 95932	Mark Marshall, Supervisor	(530) 473-2269
Fire Protection Services	Maxwell Rural Fire District 231 Oak Street Maxwell, CA 95955	Dave Wells, Fire Chief	(530) 438-2320
Law Enforcement	Colusa County Sheriff's Department 929 Bridge Street Colusa, CA 95932	Scott Marshall, Captain	(530) 458-0200
Utilities	Colusa County Office of Environmental Health 251 E. Webster Street Colusa, CA 95932	Jaime Favila, Director	(530) 458-0395

8.8.8 Permits Required And Permit Schedule

There are no permits to protect socioeconomic values, as such. See Sections 8.4, Land Use; 8.6, Public Health; and 8.7, Worker Safety and Health, for permits relating to land use and public health and safety issues.

8.8.9 References

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Table 8.8-1
Ten Leading Commodities in Colusa County, 1997

Commodity	Acreage	Tons	Value ($ million)
Rice	125,680	527,856	$112.9
Tomatoes, processing	24,100	855,550	$45.5
Almonds	17,750	9,440	$40.3
Wheat	36,350	101,780	$11.1
Seed/Cucumber	3,530	1,200	$10.0
Rice/Seed	9,620	40,404	$10.6
Cattle and Calves	21,000	5,775	$7.8
Squash/Seed	3,400	680	$7.1
Walnuts	4,150	5,395	$7.0
Prunes	4,200	5,880	$6.2

Source: CCCC, 2001.

Table 8.8-2
Labor Force, Employment and Industry
Colusa County and Glenn County

Measure	1990	1995	2000
Civilian Labor Force	20,510	20,200	19,360
Employment	17,960	16,680	16,550
Civilian Unemployment Rate	12.7%	17.7%	14.8%
Percent of Employment, By Industry			
Farming	28%	27%	26%
Construction and Mining	3%	2%	3%
Manufacturing	14%	13%	11%
Transport, public utilities	5%	5%	4%
Trade	17%	19%	18%
Finance, Insurance, Real Estate	2%	2%	2%
Services	9%	8%	9%
Government	22%	23%	26%

Source: EDD, 2001b.

Table 8.8-3
Labor Force, Employment and Industry,
Yuba Metropolitan Statistical Area[a]

Employment and Labor Force	1990	1995	2000
Civilian Labor Force	57,000	55,700	58,200
Employment	50,000	46,600	50,900
Civilian Unemployment Rate	12.3%	16.4%	12.6%
Percent of Employment, By Industry			
Farming	17.0%	16.5%	14.4%
Construction and Mining[b]	4.9%	–	–
Construction	–	3.9%	4.6%
Mining	–	0.3%	0.2%
Manufacturing	8.9%	7.3%	7.9%
Transport, public utilities	4.0%	3.9%	3.7%
Trade	22.1%	22.5%	20.6%
Finance, Insurance, Real Estate	3.8%	3.9%	3.0%
Services	15.9%	18.6%	20.4%
Government	23.7%	23.3%	25.3%

Source: EDD, 2001b.

Notes:

[a] Includes Yuba and Sutter counties.
[b] In 1990, data were aggregated for the construction and mining sectors. In 1995 and 2000, separate data were generated for each of the two sectors.

Table 8.8-4
Labor Force, Employment and Industry,
Sacramento Consolidated Metropolitan Statistical Area

Measure	1990	1995	2000
Civilian Labor Force	766,400	801,700	906,300
Employment	730,700	747,500	869,400
Civilian Unemployment Rate	5.6%	6.8%	4.2%
Percent of Employment, By Industry			
Farming	0.8%	1.3%	1.1%
Mining	0.1%	0.1%	0.0%
Construction	6.3%	4.5%	6.4%
Manufacturing	7.8%	7.0%	7.0%
Transport, public utilities	5.0%	4.7%	4.2%
Trade	26.3%	22.4%	21.6%
Finance, Insurance, Real Estate	7.1%	6.3%	6.5%
Services	24.8%	25.3%	26.9%
Government	32.9%	28.5%	26.2%

Source: EDD, 2001b.

Table 8.8-5
Population Trends and Projections

Year	Colusa–Glenn	YMSA	SCMSA	State
1970	29,951	86,671	847,626	20.0 million
1990	34,141	101,979	1,099,814	29.9 million
AARG, 1970-1990	0.7%	0.8%	1.3%	2.0%
2000	45,850	146,023	1,783,380	34.7 million
AARG, 1990-2000	3.0%	3.7%	5.0%	1.5%
2005	60,300	160,514	1,985,665	37.4 million
AARG, 2000-2005	5.6%	1.9%	2.2%	1.5%
2010	70,165	174,372	2,172,066	40.0 million
AARG, 2005-2010	3.1%	1.7%	1.8%	1.3%

Source: DOF, 2001a.

AARG = Average Annual Rate of Growth
Colusa–Glenn = Colusa County and Glenn County
SCMSA = Sacramento Consolidated Metropolitan Statistical Area
YMSA = Yuba Metropolitan Statistical Area

Table 8.8-6
Housing, July 1999

Location	Total Units	Single-Family	Multi-Family	Mobile Homes	Vacancy Rate (%)
Colusa	7,085	5,379	919	787	10.7
Glenn	10,174	7,240	1,382	1,552	5.4
Colusa-Glenn	**17,259**	**12,619**	**2,301**	**2,339**	**8.05**
Sutter	29,080	21,084	6,101	1,895	4.4
Yuba	23,230	14,838	4,422	3,970	7.2
YMSA	**52,310**	**35,922**	**10,523**	**5,865**	**5.8**
El Dorado	71,974	57,163	9,371	5,440	22.8
Placer	102,344	82,030	15,027	5,287	16.1
Sacramento	464,470	318,484	131,088	14,898	5.6
Yolo	59,911	37,647	18,608	3,656	3.7
SCMSA	**698,699**	**495,324**	**174,094**	**29,281**	**12.05**

Source: DOF, 2001c.

SCMSA = Sacramento Consolidated Metropolitan Statistical Area
YMSA = Yuba Metropolitan Statistical Area

Table 8.8-7
Maxwell Unified School District Enrollment

	1996-1997	1997-1998	1998-1999	1999-2000	Annual Average Percent Change[a]
Maxwell Elementary (K-8)	279	297	301	301	1.9
Maxwell High (9-12)	154	154	137	141	-2.2
Total – Maxwell Unified S.D.	433	451	438	448	0.9
Percent of County Enrollment	10	10	10	10	-
Percent of State Enrollment	<0.01	<0.01	<0.01	<0.01	-

Source: DOE, 2001.

Note:

[a] Annual Average percent change from 1996-1997 to 1999-2000 school year.

Table 8.8-8
Allocation of Property Tax Revenues in Colusa County, Fiscal Year 2000-2001

Fund	% of Total	Fund	% of Total
General Fund	24.2		
Bridge Fund	0.5	Walnut Ranch Lighting No. 1	0.0
Total Local Agencies Countywide	**24.7**	Glenn-Colusa Irrigation	1.8
City of Colusa	3.2	Princeton/Codora/Glenn Irr.	0.4
City of Williams	2.0	Provident Irrigation	0.0
Cities	**5.2**	Colusa Mosquito Batement	0.9
County Road District	2.8	Reclamation District No. 2047	0.1
Total Road District	**2.8**	Arbuckle PUD General	0.2
Arbuckle-College City	1.2	Maxwell PUD General	0.5
Bear Valley – Indian Valley	0.1	Princeton Waterworks	0.0
Glenn-Colusa	1.02	Cortina Creek Flood Control	0.1
Maxwell	0.3	**Total Other Special Districts**	**4.0**
Princeton	0.2	Princeton	1.2
Williams	0.3	Stonyford	0.2
Sacramento River	0.4	Colusa	12.1
Total Fire Districts	2.5	Maxwell	3.7
Arbuckle	0.3	Pierce Joint	8.6
College City	0.1	Williams	8.4
Colusa	0.5	**Total Unified Schools**	**34.2**
Cypress Hill	0.0	Yuba Jr. Community College	12.3
Grand Island	0.1	**Total Community Colleges**	**12.3**
Maxwell	0.1	School Service- Glenn Co.	0.3
Princeton	0.0	School Service – Colusa Co.	1.2
Stonyford	0.0	**Total Superintendent of Schools**	**1.5**
Williams	0.2	ERAF – Schools	8.5
Total Cemetery Districts	**1.3**	ERAF – Community College	2.9
TOTAL 100%		**Total ERAF**	**11.5**

ERAF = Education Revenue Augmentation Fund

Table 8.8-9
Construction Employment

Month		Boiler-makers	Carpen-ters	Electri-cians	Iron-workers	Laborers	Pipe-fitters	Painters/ Insulation Workers	Brick-layers/ Masons	Mill-wrights	Operating Engineers	Total Craft	Con-tractor Staff	Total Site Staff
2002														
Apr	1		3	1		9	1				8	**22**	14	**36**
May	2		4	1	4	12	1		3		11	**36**	18	**54**
Jun	3		12	2	13	19	2		9		16	**73**	23	**96**
July	4		20	2	14	26	2		21		21	**106**	26	**132**
Aug	5		27	3	24	29	3		24		24	**134**	27	**161**
Sep	6	9	38	3	36	35	4		28		27	**180**	30	**210**
Oct	7	17	50	4	39	39	5		36		28	**218**	36	**254**
Nov	8	29	63	4	24	40	42		33		29	**264**	41	**305**
Dec	9	39	68	9	9	40	64		21	13	29	**292**	41	**333**
2003														
Jan	10	50	68	7	7	44	91		10	26	33	**336**	41	**377**
Feb	11	57	67	51	5	50	120	6	9	43	43	**451**	42	**493**
Mar	12	59	66	71	4	57	148	6	9	59	48	**527**	42	**569**
April	13	62	60	91	4	60	160	10	7	76	51	**581**	44	**625**
May	14	50	36	139	3	59	155	12	5	85	51	**595**	44	**639**
June	15	40	35	150	1	61	145	14	4	97	50	**597**	44	**641**
July	16	22	30	165	1	60	114	14	3	97	49	**555**	44	**599**
Aug	17	20	25	154		55	52	10	1	79	38	**434**	43	**477**
Sep	18	13	16	130		41	22	8		46	25	**301**	43	**344**
Oct	19	4	11	62		28	10	6		26	17	**164**	30	**194**
Nov	20		7	55		17	9	6		20	8	**122**	30	**152**
Dec	21		2	19		8	6				1	**36**	9	**45**
2004														
Jan	22		2	7		4	5				1	**19**	3	**22**

= peak period

Table 8.8-10
Maximum Number of Workers, by Craft

Trade	Maximum	Month(s) of Maximum Employment
Boilermakers	62	13
Carpenters	68	10
Electricians	165	16
Ironworkers	39	7
Laborers	61	15
Pipefitters	160	13
Painters/Insulation Workers	14	15, 16
Bricklayers/Masons	36	7
Millwrights	97	15, 16
Operating Engineers	51	13, 14

Note:

[a] See Table 8.8-9 for correlation of numbers to month and year.

Table 8.8-11
Permanent Employment
Colusa Power Plant

Type	Number
Plant Manager	1
Business Supervisor/Analyst	1
Operation Supervisor	1
Maintenance Supervisor	1
Facility Coordinator	1
Operation Environmental Engineer	1
Maintenance Safety Engineer	1
Plant Operators	11
I&C Technicians	2
Electrician	1
Mechanic	1
Total	**22**

Table 8.8-12
Cost of Plant Operation

Type of Cost	Amount
Maintenance and related supplies for turbine generator and auxiliary equipment	$800,000
Boiler water chemicals	$120,000
Cycle makeup water treatment	$46,200
Water purchases	$7,900
Aqueous ammonia (includes hazardous waste materials and zero liquid solid waste disposal)	$100,000
Total Annual Operating Costs	**$1.0 million**

Note:

These costs do not include major maintenance costs. One percent of these costs would be spent in Colusa-Glenn and 25 percent in the greater Sacramento area.

Table 8.8-13
Pipeline Construction Staff by Trade

Month After Pipeline Construction Start	1	2	3
Laborers	7	10	3
Welders	4	5	1
Equipment Operators	4	5	1
Supervision	2	2	1
Inspectors	1	2	1
Total	18	24	7

Table 8.8-14
Temporary Housing Availability Near the Proposed Project

Area[a]	Hotel Rooms and Recreational Vehicle Spaces[b]	Cumulative Number of Hotel Rooms and Recreational Vehicle Spaces
Colusa County (cities of Williams and Colusa)	88 – 113 (all hotel rooms)	88 to 113
Glenn County (cities of Willows and Orland)	50 (all hotel rooms)	138 to 163
YMSA	72 (53 hotel rooms)	210 to 235
Chico, Corning, Oroville, Clearlake and Davis	700 (650 hotel rooms)	910 to 935
Sacramento SCMSA	2,000 (all hotel rooms)	2,910 to 2,935

Sources: Telephone research, May 2001; Connell, 2001; Jukusky, 2001; SCVB, 2001; Shelton, 2001; URS, 2001.

Notes:

[a] In order of increasing distance from the project site.
[b] Assumed 75 to 85 percent vacancy rate to determine room/space availability, depending on research for specific area (see Section 8.8.2, Existing Conditions).

Table 8.8-15
Gravity Model — Operation Employees

City	2000 Population	County	Distance From Site	Factor[a]	Weight[b]	Number of Employees
Within 40 Miles						
Willows	6,400	Glenn	18	356	13.7%	2
Williams	3,170	Colusa	19	167	6.4%	1
Colusa	5,475	Colusa	23	238	9.2%	2
Orland	5,875	Glenn	27	218	8.4%	1
Chico	55,400	Butte	38	1,458	56.2%	10
Corning	6,150	Tehama	39	158	6.1%	1
Beyond 40 Miles						
Yuba City	35,550	Sutter	47	756	7.3%	1
Oroville	12650	Butte	47	269	2.6%	0
Marysville	12,250	Yuba	49	250	2.4%	0
Clearlake	11,900	Lake	57	209	2.0%	0
Woodland	46,300	Yolo	59	785	7.6%	0
Sacramento	406,000	Sacramento	60	6,767	65.6%	3
Davis	58,600	Yolo	68	862	8.4%	0
W. Sacramento	31000	Yolo	75	413	4.0%	0

Sources: DOF, 2001a; Smith, 2001.

Notes:

Numbers may not add exactly, due to rounding.

[a] Factor equals population divided by distance from the project site.
[b] Weight is factor divided by the sum of the factors.

Table 8.8-16
Race and Poverty Data

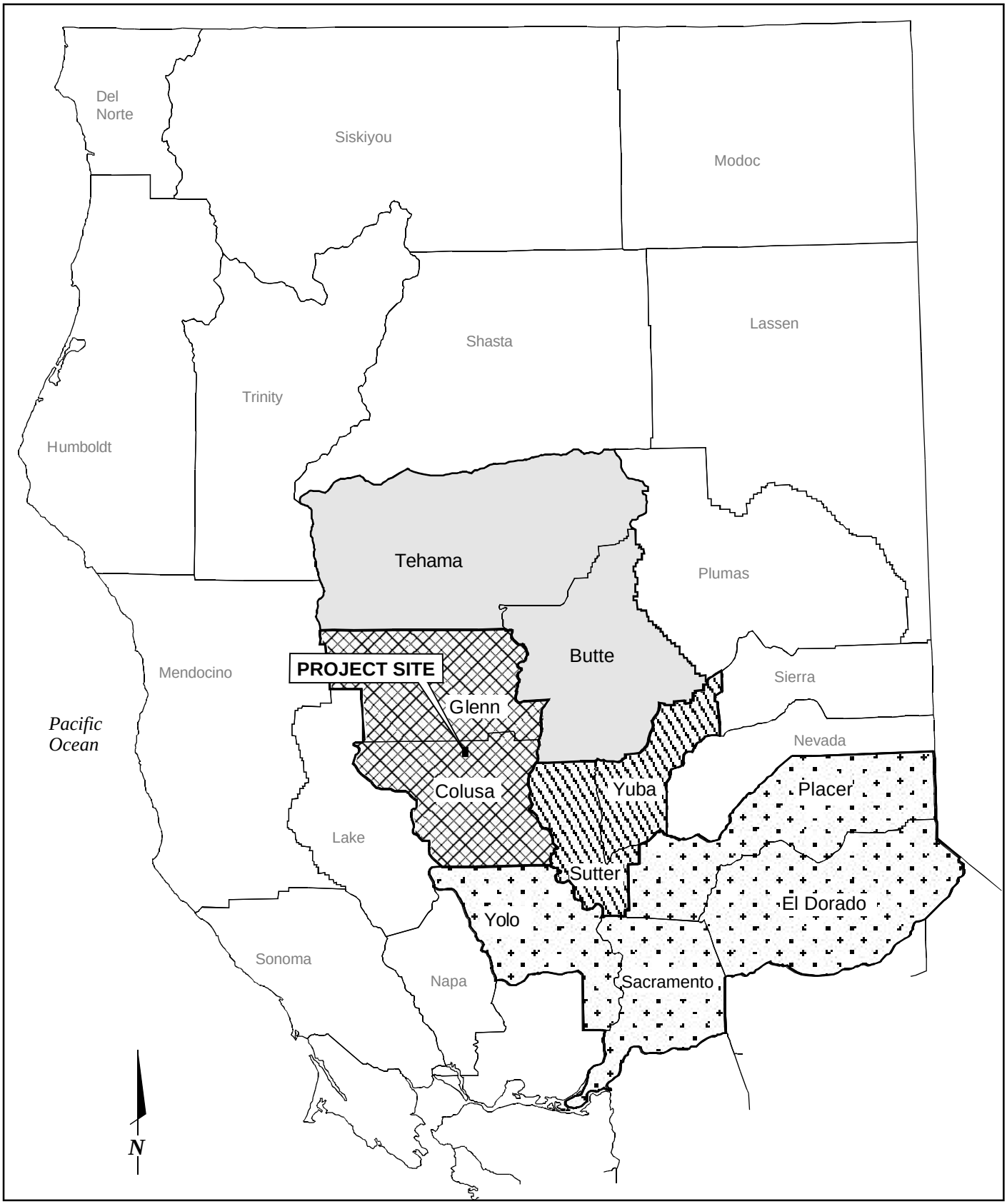
Area	Population	Minority Population[a]	Percentage Minority[b]	Population Living Below Poverty Level[b]	Percentage Living Below Poverty Level[b]
Colusa County Census Tracts					
1	4,247	2,683	63.2%	375	9.9%
2	4,535	1,901	41.9%	517	12.4%
3	4,164	2,156	51.8%	434	13.7%
4	2,820	881	31.2%	394	16.0%
5	3,023	1,275	42.2%	401	15.0%
Glenn County Census Tracts					
101	6,865	1,851	27.0%	1,110	18.4%
102	4,421	690	15.6%	540	12.9%
103	2,173	317	14.6%	228	10.9%
104	7,702	2,296	29.8%	1,435	19.6%
105	5,478	3,627	66.2%	931	17.9%
Larger Areas					
Colusa County	18,789	8,896	47.3%	2,121	13.0%
Glenn County	26,639	8,781	33.0%	4,244	17.1%

Sources: U.S. Census, 1990; Claritas, 2000.

Notes:

[a] Based on Claritas 2000 Data.
[b] Based on 1990 Census Data.

Census tracts within a 6-mile radius of the site



LEGEND

- Sacramento Consolidated Metropolitan Statistical Area
- Yuba Metropolitan Statistical Area
- Colusa-Glenn
- Butte and Tehama Counties

SOCIOECONOMIC FOCUS AREA

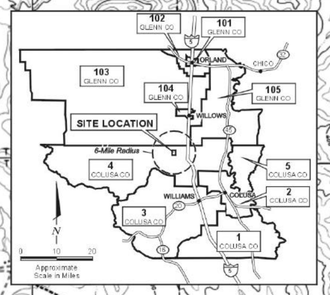
Colusa Power Plant
Reliant Energy
Colusa County, California

43-00066841.00

URS

FIGURE 8.8-1

5/31/01 vsa ..\46800-930\sfa.cdr



6-Mile Radius

105
GLENN CO.

66% Minority (2000)
18% Low Income (1990)

103
GLENN CO.

15% Minority (2000)
11% Low Income (1990)

GLENN CO.
COLUSA CO.

1-Mile Radius

PROJECT SITE

PG&E Compression Station

230 kV Transmission Line

4
COLUSA CO.

31% Minority (2000)
16% Low Income (1990)

3
COLUSA CO.

2
COLUSA CO.

Source:
USGS Topographic Maps, 7.5 Minute Series:
Logan Ridge, California, 1973
Logandale, California, 1973
Sites, California, 1973
Maxwell, California, 1994
Lodoga, California, 1969
Rail Canyon, California, 1994
Census Tracts:
1990 US Census, California Department of Finance, Demographic Research Unit, 12/1999
2000 Census

LEGEND

Census Tract Boundary

2
COLUSA CO.

Tract Number

County

Notes:
Air pollution sources within a 6-mile radius of the project site include the PG&E Compressor Station, the proposed project (during operation), an agricultural chemical dealership (labeled ①) and two rice dryers (labeled ②; both rice dryers are in the same location). The VISTA report showed no mapped hazardous waste site within six miles of the project site, although seven unmapped hazardous waste sites were identified in the project vicinity (See Section 8.8.3 for further discussion). VISTA database lists include hazardous waste sites permittedby U.S. EPA (Toxic Release Inventory Sites) and the California Department of Toxic Substances Control.
Sources: Krug, 2001; VISTA, 2001.

N
0 ½ 1
Scale in Miles
0 2000 4000
Scale in Feet
1:24,000

PUBLIC HEALTH, RACE, AND POVERTY BY CENSUS TRACT WITHIN THE 6-MILE RADIUS OF PROPOSED PROJECT

Colusa Power Plant
Reliant Energy
43-00086841.00 Colusa County, California
URS **FIGURE 8.8-2**

5/31/01 vsa: \46800-930\census-6mi.cdr